

shelters must also extend at least one foot beyond such equipment but must not extend beyond the outboard edge of the bridge wing.

(f) The awnings indicated in the sketches in paragraphs (b) and (d) of this section are to be made of suitable material to provide shelter from sun and rain. The decks of the pilot shelter platforms are to be made of wood or other material with a non-skid surface.

[46 FR 63176, Dec. 30, 1981, as amended at 54 FR 43962, Oct. 30, 1989]

§ 103.20 Disabling of engines.

Except when specifically authorized by the Canal authorities, no vessel at any dock or mooring within Canal waters shall have its engines disabled or otherwise rendered inoperative.

§ 103.21 Precautions against emission of sparks, smoke or noxious gases.

Vessels in Canal waters shall take all necessary precautions to avoid the issuance of sparks, excessive smoke, or noxious gases.

§ 103.25 Fishing or placing of nets or other obstructions prohibited.

No fishing nets or other obstructions shall be placed in any of the navigable waters of the Panama Canal. Fishing boats shall not anchor for the purpose of fishing nor haul nets or trawls in the anchorages or navigable channels of the Canal. Fishing from small craft in the anchorages or navigable channels of the Canal is prohibited.

§ 103.26 Obstructions not to be placed across channels or anchorages.

No line, pipe, or other obstruction shall be passed across any channel or anchorage so as to obstruct the passage of vessels.

§ 103.27 Clear view forward from the bridge and steering light requirement for certain vessels.

(a) A vessel may not be navigated in Canal waters unless there is a clear, unobstructed view from the bridge.

(b) All vessels over 100 meters (328 feet) in length shall have installed, at or near the stem, a steering range equipped with a fixed blue light which shall be clearly visible from the bridge along the centerline. If said range and

light so placed would be partially or completely obstructed, then two such ranges and lights must be installed at an equal distance from the centerline and shall be clearly visible from the bridge along lines parallel to the keel.

(c) Naval or military vessels exempted from the requirements of Part 111 of this chapter shall also be exempt from the requirements of paragraphs (b), (d), and (e) of this section.

(d) The light required by this section shall be capable of being illuminated and extinguished by a suitable control switch located either on the navigation bridge or on the forecandle deck, or both.

(e) The use of this steering light shall be at the discretion of the Panama Canal pilot who has control of the navigation and movement of the vessel.

(f) This section will be effective January 1, 1971.

[35 FR 12274, July 31, 1970, as amended at 46 FR 63181, Dec. 30, 1981; 48 FR 6709, Feb. 15, 1983]

§ 103.28 Towing of certain vessels required.

A vessel arriving at an entrance to the Canal and having a mean draft in excess of that allowed under the Load Line Regulations for the tropical zone, applicable for the voyage on which the vessel is engaged, as determined by the American Bureau of Shipping, Lloyd's Register or other acceptable certifying agency, is required to take the services of a Panama Canal tug or tugs from the Pacific entrance Channel Buoys 1 and 2 to Gamboa Reach, from the north end of Gatun Locks to Buoy 3 in the Atlantic harbor, and vice versa. However, in the instances where the over-draft is negligible, the assignment of a tug or tugs may be waived at the discretion of the Canal Operations Captain or his designee. Any vessel without mechanical motive power, or the machinery of which is or becomes disabled, or which steers badly, or which is liable to become unmanageable for any reason, shall be towed through the Canal. The Canal authorities may require any vessel to take a tug or tugs through Gaillard Cut, in the approaches to the locks, or in any other part of the Canal, when in their judgment such action is necessary to insure